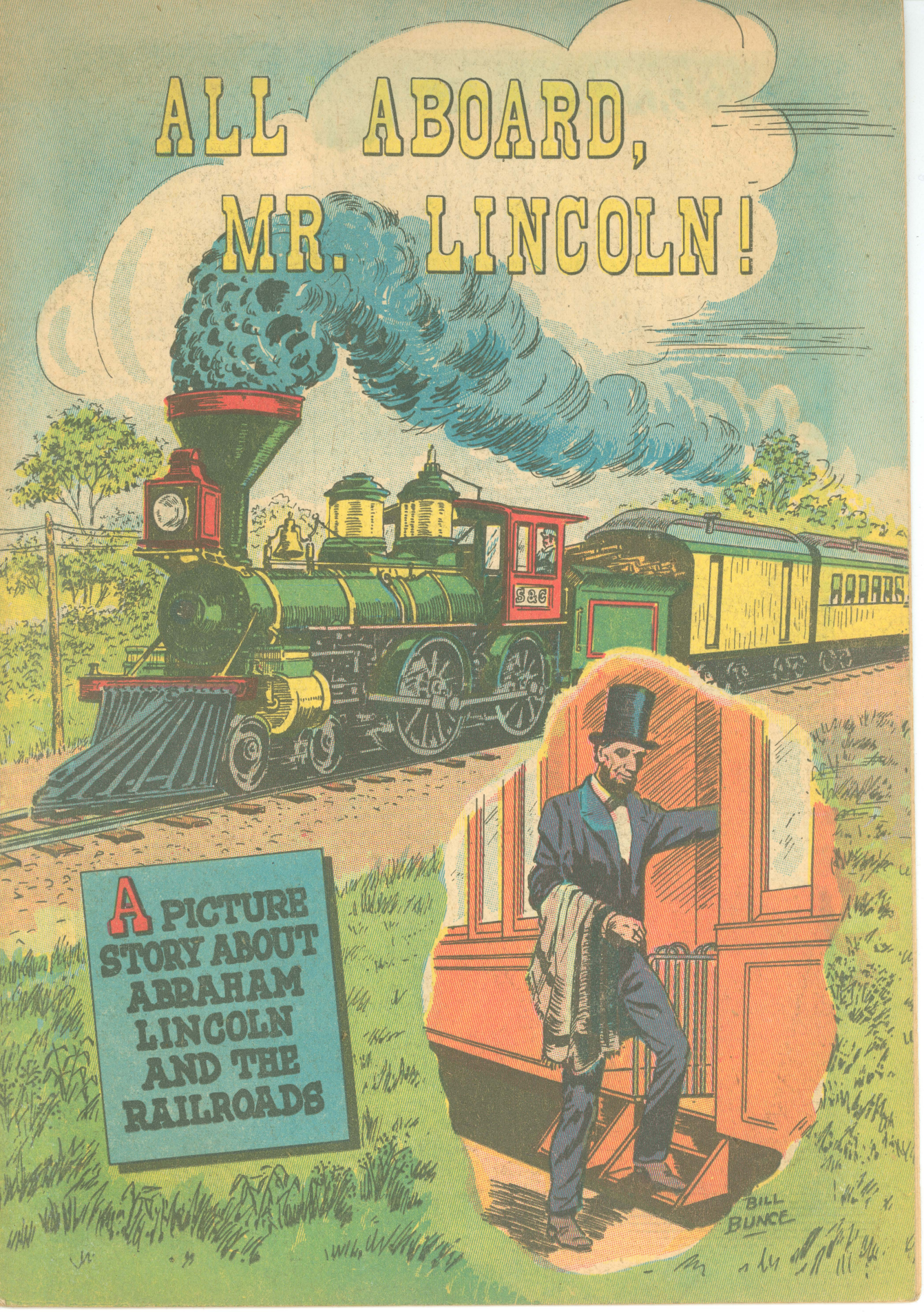
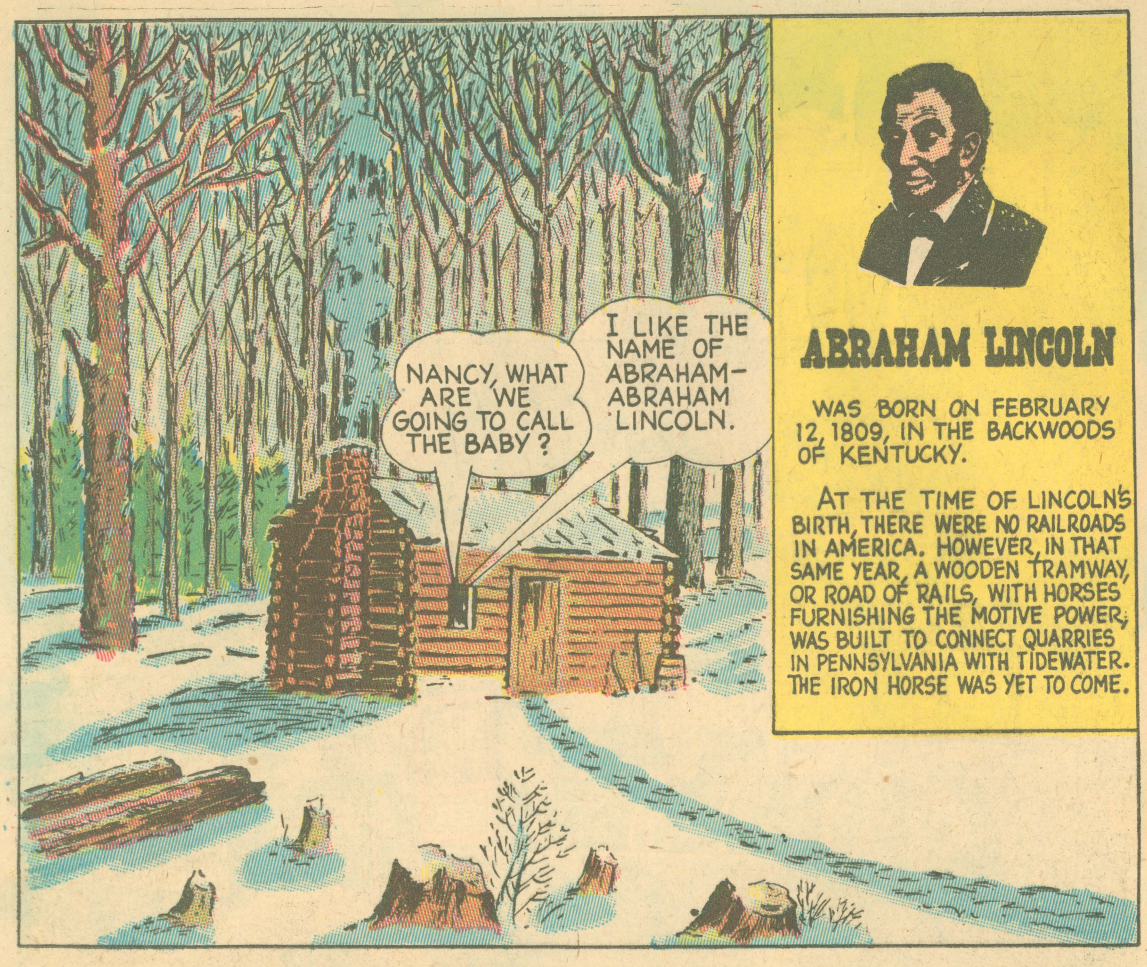
ALL ABOARD, MR. LINCOLN!



A PICTURE STORY ABOUT ABRAHAM LINCOLN AND THE RAILROADS



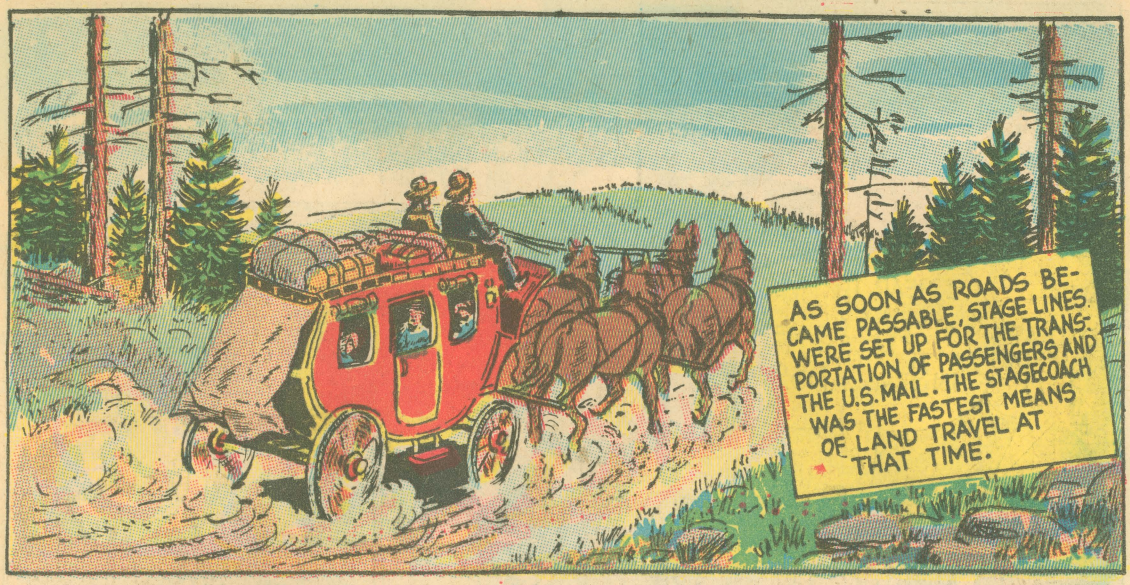
ABRAHAM LINCOLN

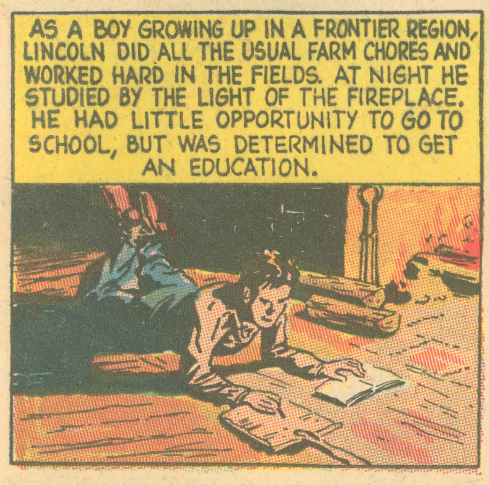
WAS BORN ON FEBRUARY 12, 1809, IN THE BACKWOODS OF KENTUCKY.

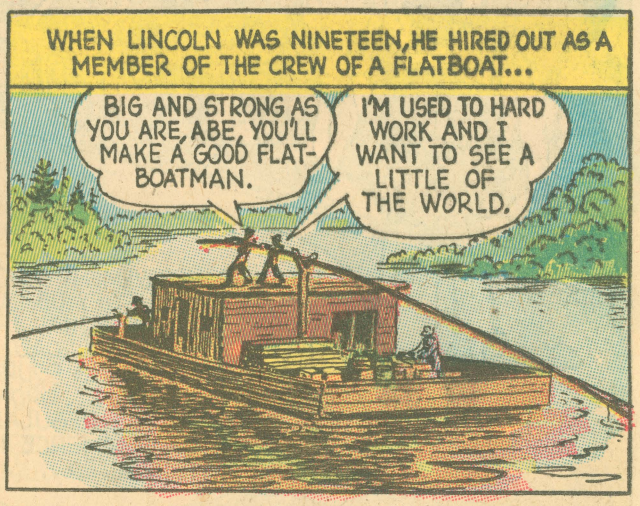
AT THE TIME OF LINCOLN'S BIRTH, THERE WERE NO RAILROADS IN AMERICA. HOWEVER, IN THAT SAME YEAR, A WOODEN TRAMWAY, OR ROAD OF RAILS, WITH HORSES FURNISHING THE MOTIVE POWER, WAS BUILT TO CONNECT QUARRIES IN PENNSYLVANIA WITH TIDEWATER. THE IRON HORSE WAS YET TO COME.

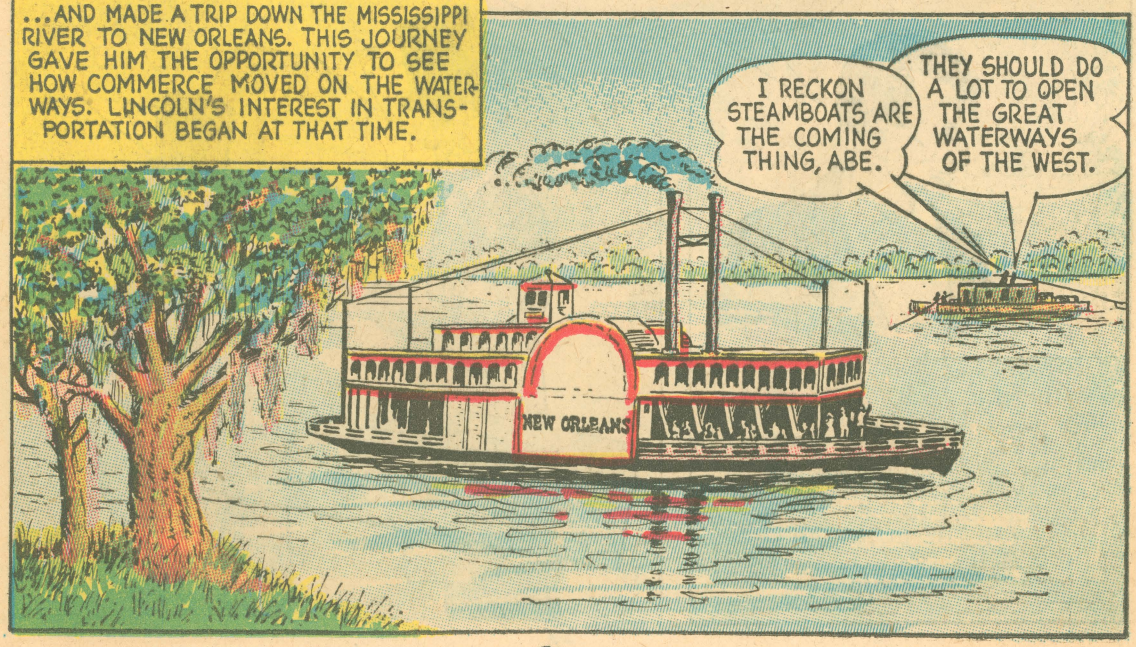
WHILE LINCOLN WAS GROWING UP, ROADS WERE BEING CUT THROUGH THE WILDERNESS SO THAT THE FRONTIER FARMERS COULD GET THEIR CROPS AND STOCK TO MARKET. TRAVEL OVER THESE ROUGH ROADS WAS BY OX TEAM AND HORSES.

MANY ROADS THROUGH THE WESTERN WOODS WERE ONLY HORSE TRAILS. AS THE REGION BECAME MORE SETTLED, THESE WERE WIDENED INTO DIRT ROADS.


AS SOON AS ROADS BECAME PASSABLE, STAGE LINES WERE SET UP FOR THE TRANSPORTATION OF PASSENGERS AND THE U.S. MAIL. THE STAGECOACH WAS THE FASTEST MEANS OF LAND TRAVEL AT THAT TIME.


AS A BOY GROWING UP IN A FRONTIER REGION, LINCOLN DID ALL THE USUAL FARM CHORES AND WORKED HARD IN THE FIELDS. AT NIGHT HE STUDIED BY THE LIGHT OF THE FIREPLACE. HE HAD LITTLE OPPORTUNITY TO GO TO SCHOOL, BUT WAS DETERMINED TO GET AN EDUCATION.


WHEN LINCOLN WAS NINETEEN, HE HIRED OUT AS A MEMBER OF THE CREW OF A FLATBOAT...
BIG AND STRONG AS YOU ARE, ABE, YOU'LL MAKE A GOOD FLATBOATMAN.
I'M USED TO HARD WORK AND I WANT TO SEE A LITTLE OF THE WORLD.


...AND MADE A TRIP DOWN THE MISSISSIPPI RIVER TO NEW ORLEANS. THIS JOURNEY GAVE HIM THE OPPORTUNITY TO SEE HOW COMMERCE MOVED ON THE WATERWAYS. LINCOLN'S INTEREST IN TRANSPORTATION BEGAN AT THAT TIME.
I RECKON STEAMBOATS ARE THE COMING THING, ABE.
THEY SHOULD DO A LOT TO OPEN THE GREAT WATERWAYS OF THE WEST.
NEW ORLEANS

THREE YEARS LATER (1831), LINCOLN MADE A SECOND VOYAGE TO NEW ORLEANS. BY THAT TIME, A RAILROAD HAD BEEN BUILT THERE AND AN EXPERIMENTAL ENGINE EXHIBITED. LINCOLN HEARD ALL ABOUT IT AND NO DOUBT SAW THE POSSIBILITIES OF RAILROADS, FOR HIS INTEREST IN THEM BEGAN AFTER HIS SECOND TRIP TO NEW ORLEANS.

SO THAT'S A PUFFING BILLY!

I HEAR THEY'VE BEEN USING THEM FOR SOME TIME OVER IN ENGLAND.

DON'T GET TOO CLOSE — IT MIGHT BLOW UP!

NO OTHER IMPROVEMENT THAT REASON WILL JUSTIFY US IN HOPING FOR CAN EQUAL IN UTILITY THE RAILROAD. IT IS A NEVER-FAILING SOURCE OF COMMUNICATION... UPON THE RAILROAD THE REGULAR PROGRESS OF COMMERCE IS NOT INTERRUPTED...

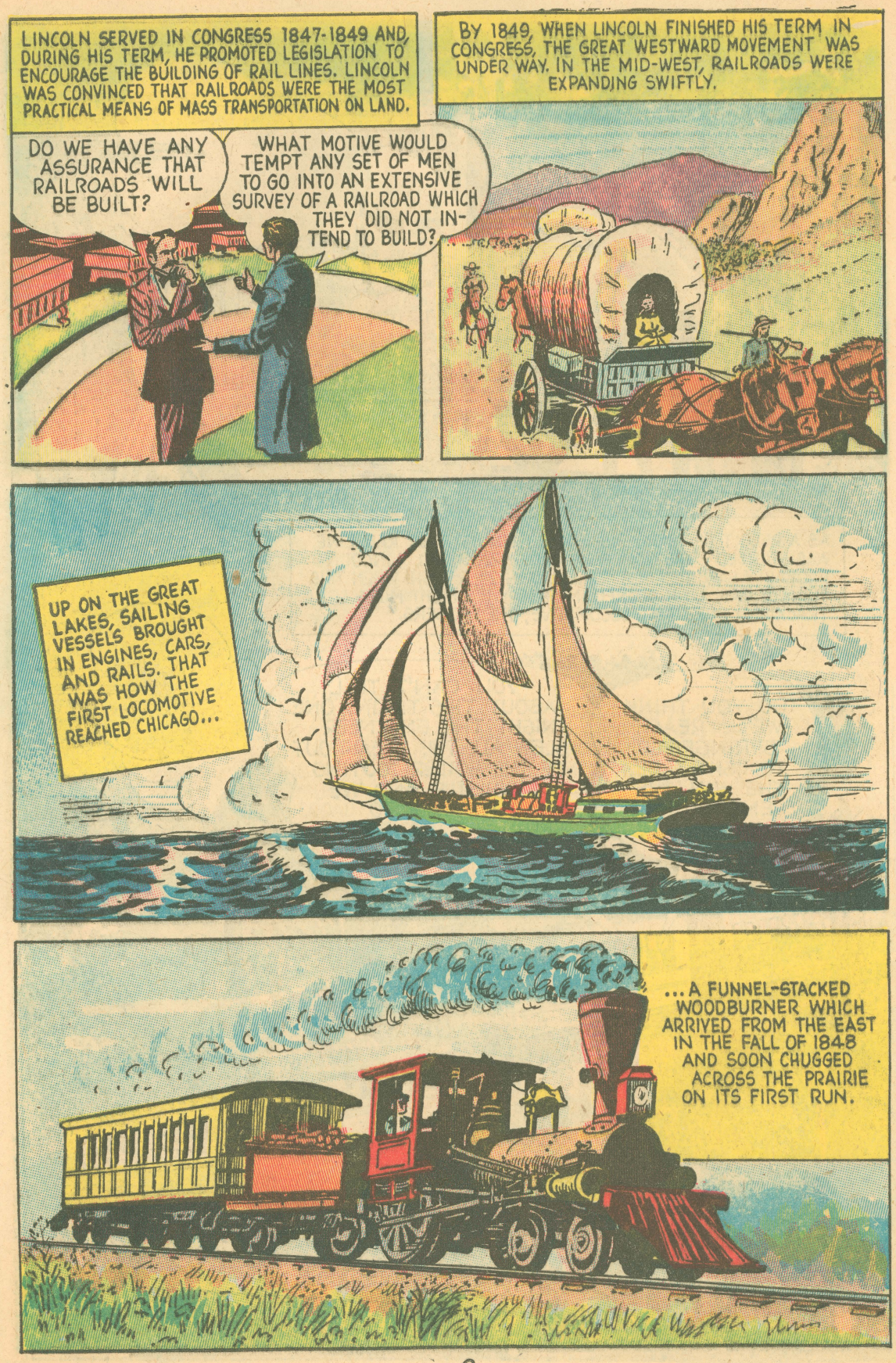
RETURNING TO ILLINOIS, LINCOLN RAN FOR THE STATE LEGISLATURE IN 1832. BETTER TRANSPORTATION WAS AN IMPORTANT CAMPAIGN ISSUE, AND LINCOLN FAVORED RAILROADS. HE DID NOT WIN THE ELECTION, BUT IN 1834 HE TRIED AGAIN AND WAS SUCCESSFUL...

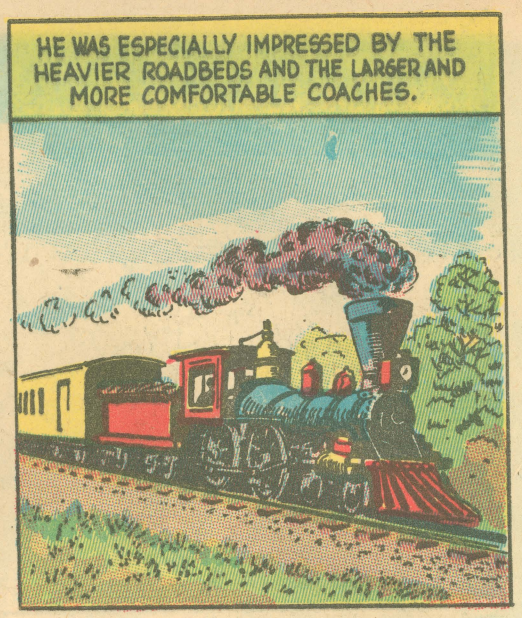
OUR STATE MUST HAVE A GENERAL SYSTEM OF IMPROVEMENTS, AND IT'S GOING TO COST A LOT OF MONEY — $8,000 A MILE TO BUILD RAILROADS. BUT WE MUST PUT THE BILL THROUGH.

PEOPLE HAVE GONE RAILROAD CRAZY, ABE, BUT I'LL SUPPORT THE BILL.

... AND DURING HIS FOUR TERMS AS A STATE LAWMAKER HE SUPPORTED A RAILROAD CONSTRUCTION PROGRAM.

AS A RESULT OF THIS LEGISLATION, ILLINOIS' FIRST RAIL LINE WAS STARTED – THE NORTHERN CROSS RAILROAD. LINCOLN PROBABLY SAW HIS FIRST RAILROAD IN OPERATION WHEN THIS PIONEER RAIL LINE OPENED IN 1838 WITH EIGHT MILES OF TRACK AND ONE LITTLE LOCOMOTIVE, THE "ROGERS."
DO YOU THINK WE'LL REACH SPRINGFIELD TONIGHT, ABE, THE WAY THE ENGINE IS WHEEZING?
YOU CAN'T TELL ABOUT THIS TRAIN. ONE NIGHT THE ENGINEER BLEW ALL THE STEAM OUT OF THE BOILER TOOTING HIS WHISTLE, AND WE HAD TO WALK TO SPRINGFIELD THROUGH THE MUD AND RAIN.
THE LINE WAS OPENED TO SPRINGFIELD IN 1842, AND LINCOLN, WHO WAS PRACTICING LAW IN SPRINGFIELD AT THAT TIME, WAS OFTEN A PASSENGER ON THE LITTLE TRAIN AS IT CHUGGED THROUGH THE COUNTRYSIDE.

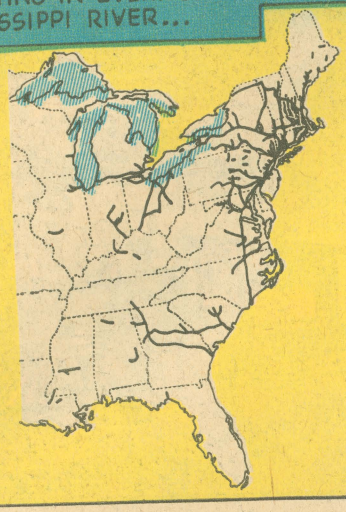

LINCOLN SERVED IN CONGRESS 1847-1849 AND, DURING HIS TERM, HE PROMOTED LEGISLATION TO ENCOURAGE THE BUILDING OF RAIL LINES. LINCOLN WAS CONVINCED THAT RAILROADS WERE THE MOST PRACTICAL MEANS OF MASS TRANSPORTATION ON LAND.
DO WE HAVE ANY ASSURANCE THAT RAILROADS WILL BE BUILT?
WHAT MOTIVE WOULD TEMPT ANY SET OF MEN TO GO INTO AN EXTENSIVE SURVEY OF A RAILROAD WHICH THEY DID NOT INTEND TO BUILD?
BY 1849, WHEN LINCOLN FINISHED HIS TERM IN CONGRESS, THE GREAT WESTWARD MOVEMENT WAS UNDER WAY. IN THE MID-WEST, RAILROADS WERE EXPANDING SWIFTLY.
UP ON THE GREAT LAKES, SAILING VESSELS BROUGHT IN ENGINES, CARS, AND RAILS. THAT WAS HOW THE FIRST LOCOMOTIVE REACHED CHICAGO...
...A FUNNEL-STACKED WOODBURNER WHICH ARRIVED FROM THE EAST IN THE FALL OF 1848 AND SOON CHUGGED ACROSS THE PRAIRIE ON ITS FIRST RUN.



ENGINES WERE LARGER AND MORE POWERFUL, ALSO. BY THAT TIME, THE LOCOMOTIVE HAD BEEN DEVELOPED INTO A STANDARD TYPE – THE AMERICAN OR 4-4-0 TYPE – WHICH WAS TO PLAY A GREAT PART IN AMERICAN RAILROADING FOR THE NEXT HALF A CENTURY.

LINCOLN'S TRAVELS WHILE HE WAS IN CONGRESS, AND LATER IN 1849 WHEN HE JOURNEYED EAST WITH HIS WIFE, CONVINCED HIM MORE AND MORE OF THE VALUE OF RAILROADS. LINCOLN CAME BACK HOME WITH A FIRST-HAND KNOWLEDGE OF RAILROAD TRANSPORTATION WHICH HE WAS TO PUT TO GOOD USE IN HIS LATER PUBLIC LIFE, AS WELL AS IN THE PRACTICE OF LAW.

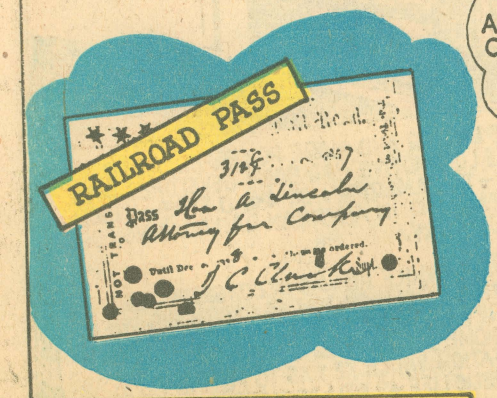
BY 1850, WHEN LINCOLN HAD RESUMED HIS LAW BUSINESS IN ILLINOIS, RAILROADS WERE OPERATING IN EVERY STATE EAST OF THE MISSISSIPPI RIVER...



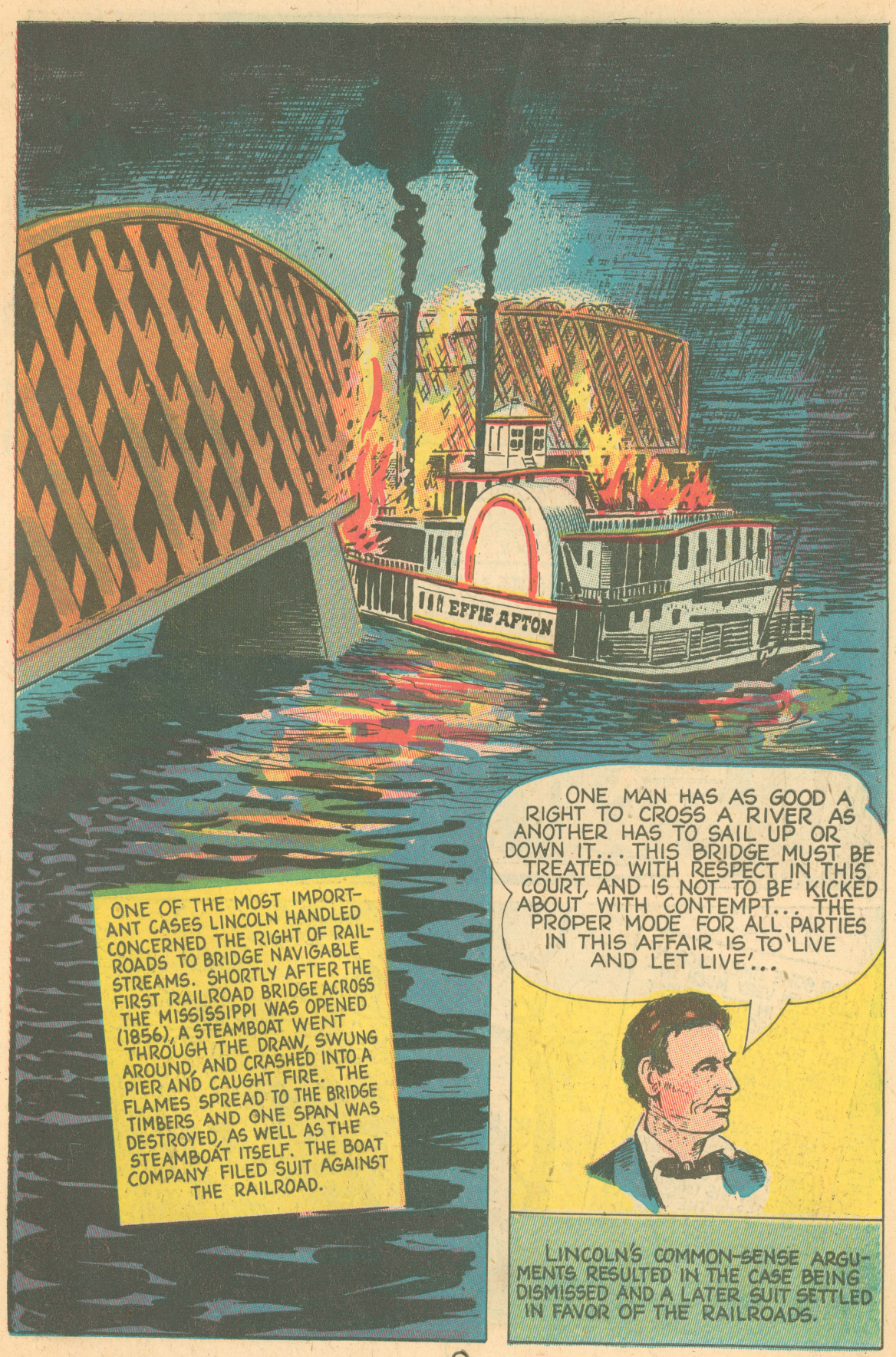
...AND, IN 1852, THE IRON HORSE MADE ITS FIRST RUN WEST OF THE MISSISSIPPI.

ABOUT THIS TIME, LINCOLN BEGAN TO HANDLE LEGAL CASES FOR THE RAILROADS IN ILLINOIS...

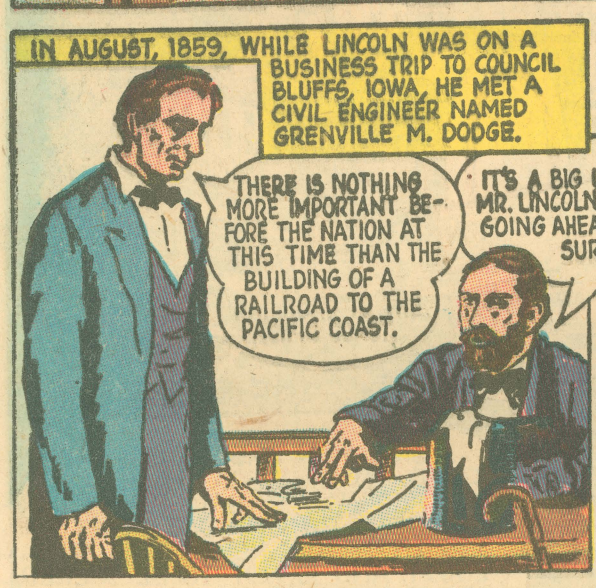
...AND RECORDS SHOW THAT HE WON THE GREAT MAJORITY OF COURT ACTIONS FOR HIS CLIENTS.



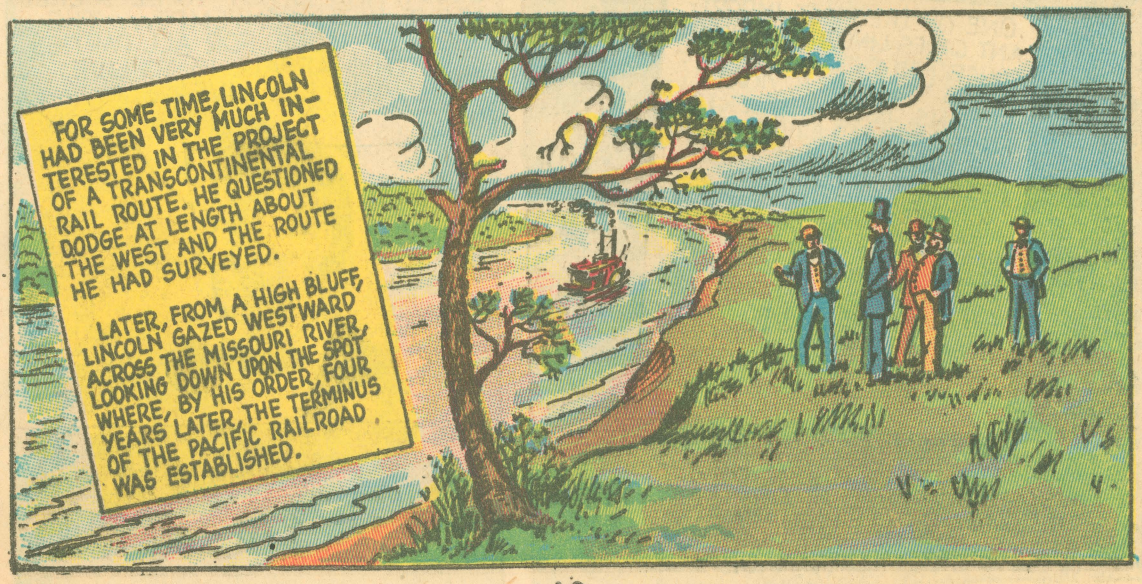
WHILE ENGAGED IN LEGAL WORK FOR THE RAILROADS, LINCOLN WAS REQUIRED TO TRAVEL FREQUENTLY AND WAS ISSUED PASSES BY SEVERAL LINES.

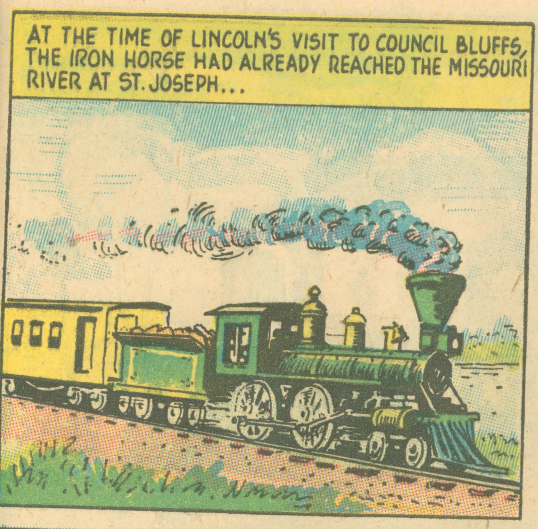

EFFIE AFTON
ONE OF THE MOST IMPORTANT CASES LINCOLN HANDLED CONCERNED THE RIGHT OF RAILROADS TO BRIDGE NAVIGABLE STREAMS. SHORTLY AFTER THE FIRST RAILROAD BRIDGE ACROSS THE MISSISSIPPI WAS OPENED (1856), A STEAMBOAT WENT THROUGH THE DRAW, SWUNG AROUND, AND CRASHED INTO A PIER AND CAUGHT FIRE. THE FLAMES SPREAD TO THE BRIDGE TIMBERS AND ONE SPAN WAS DESTROYED, AS WELL AS THE STEAMBOAT ITSELF. THE BOAT COMPANY FILED SUIT AGAINST THE RAILROAD.
ONE MAN HAS AS GOOD A RIGHT TO CROSS A RIVER AS ANOTHER HAS TO SAIL UP OR DOWN IT... THIS BRIDGE MUST BE TREATED WITH RESPECT IN THIS COURT, AND IS NOT TO BE KICKED ABOUT WITH CONTEMPT... THE PROPER MODE FOR ALL PARTIES IN THIS AFFAIR IS TO 'LIVE AND LET LIVE'...
LINCOLN'S COMMON-SENSE ARGUMENTS RESULTED IN THE CASE BEING DISMISSED AND A LATER SUIT SETTLED IN FAVOR OF THE RAILROADS.

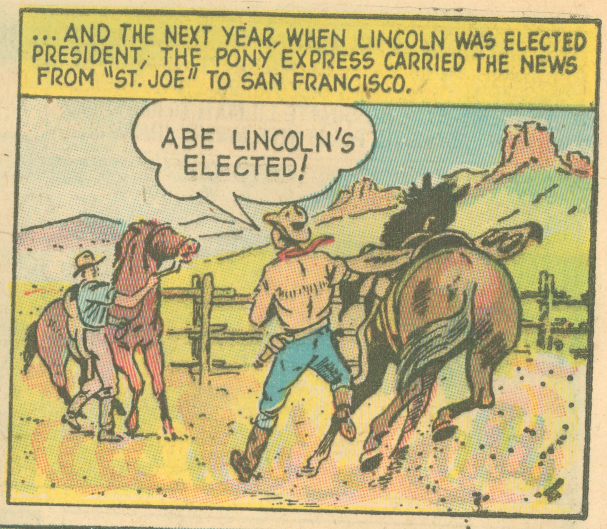
LINCOLN TRAVELED FREQUENTLY DURING THE 1850'S, BOTH IN CONNECTION WITH HIS LAW PRACTICE AND HIS POLITICAL ACTIVITIES. BY THIS TIME, RAILROADS WERE MUCH IMPROVED, AND, IN 1859, THE FIRST PULLMAN SLEEPING CAR WENT INTO SERVICE. THE AMERICAN TYPE LOCOMOTIVE WAS FULLY STANDARDIZED.
I'D BETTER GET ABOARD NOW. GOODBY, MARY.

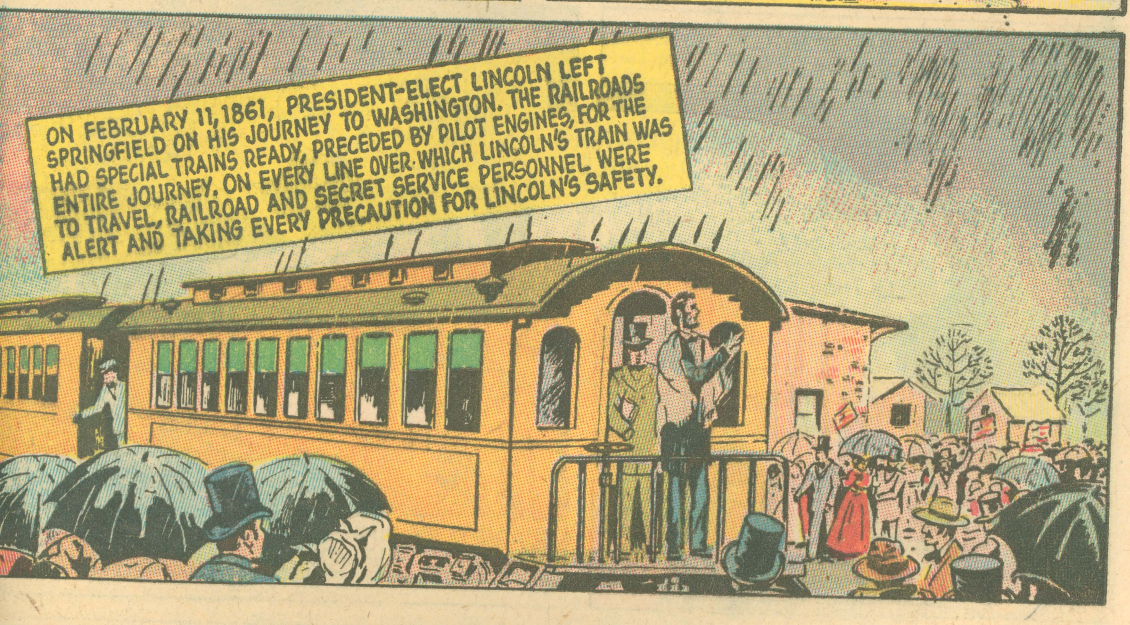

IN AUGUST, 1859, WHILE LINCOLN WAS ON A BUSINESS TRIP TO COUNCIL BLUFFS, IOWA, HE MET A CIVIL ENGINEER NAMED GRENVILLE M. DODGE.
THERE IS NOTHING MORE IMPORTANT BEFORE THE NATION AT THIS TIME THAN THE BUILDING OF A RAILROAD TO THE PACIFIC COAST.
IT'S A BIG UNDERTAKING, MR. LINCOLN, BUT WE ARE GOING AHEAD WITH OUR SURVEYS.

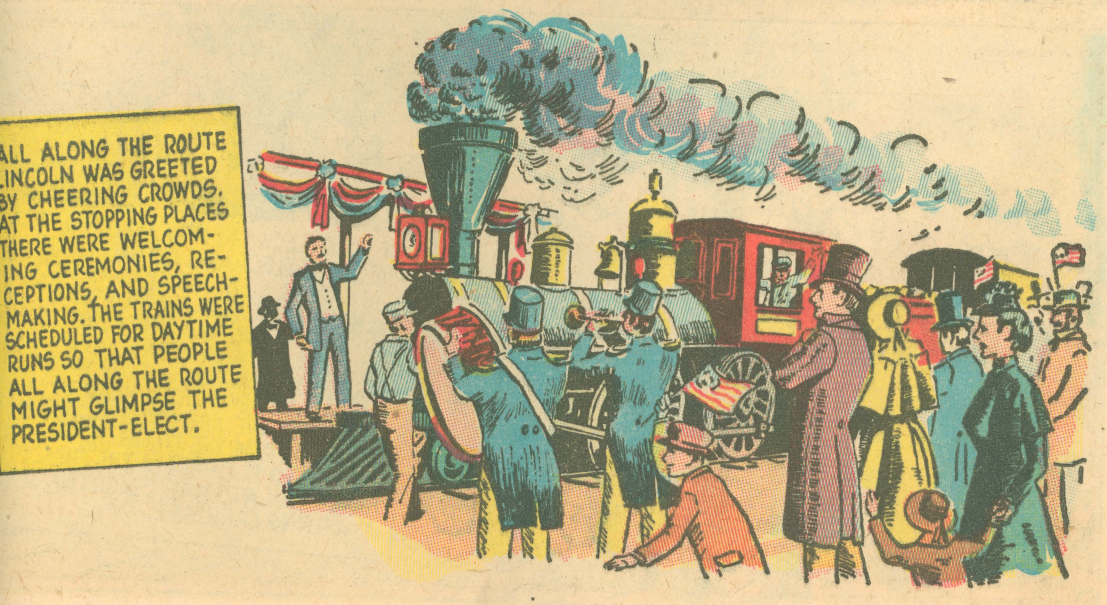
DODGE HAD PREVIOUSLY BEEN ON A SURVEYING TRIP IN THE WEST, LAYING OUT A ROUTE FOR A PROPOSED RAILROAD TO THE PACIFIC.


FOR SOME TIME, LINCOLN HAD BEEN VERY MUCH INTERESTED IN THE PROJECT OF A TRANSCONTINENTAL RAIL ROUTE. HE QUESTIONED DODGE AT LENGTH ABOUT THE WEST AND THE ROUTE HE HAD SURVEYED.
LATER, FROM A HIGH BLUFF, LINCOLN GAZED WESTWARD ACROSS THE MISSOURI RIVER, LOOKING DOWN UPON THE SPOT WHERE, BY HIS ORDER, FOUR YEARS LATER, THE TERMINUS OF THE PACIFIC RAILROAD WAS ESTABLISHED.


AT THE TIME OF LINCOLN'S VISIT TO COUNCIL BLUFFS, THE IRON HORSE HAD ALREADY REACHED THE MISSOURI RIVER AT ST. JOSEPH...


... AND THE NEXT YEAR, WHEN LINCOLN WAS ELECTED PRESIDENT, THE PONY EXPRESS CARRIED THE NEWS FROM "ST. JOE" TO SAN FRANCISCO.
ABE LINCOLN'S ELECTED!

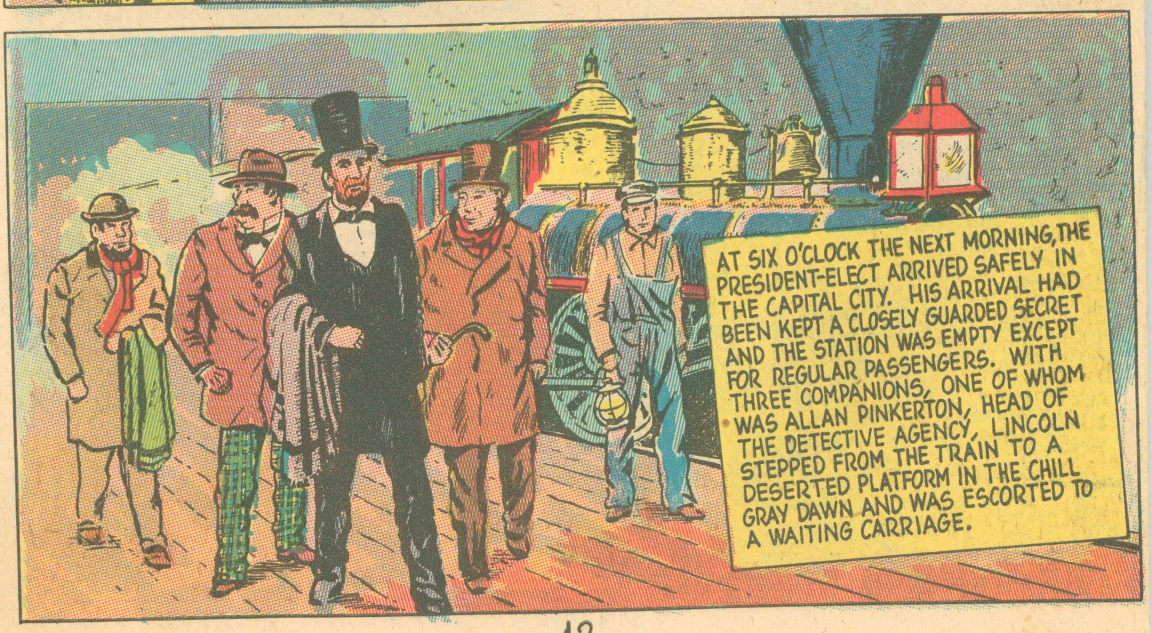

ON FEBRUARY 11, 1861, PRESIDENT-ELECT LINCOLN LEFT SPRINGFIELD ON HIS JOURNEY TO WASHINGTON. THE RAILROADS HAD SPECIAL TRAINS READY, PRECEDED BY PILOT ENGINES, FOR THE ENTIRE JOURNEY. ON EVERY LINE OVER WHICH LINCOLN'S TRAIN WAS TO TRAVEL, RAILROAD AND SECRET SERVICE PERSONNEL WERE ALERT AND TAKING EVERY PRECAUTION FOR LINCOLN'S SAFETY.


ALL ALONG THE ROUTE LINCOLN WAS GREETED BY CHEERING CROWDS. AT THE STOPPING PLACES THERE WERE WELCOMING CEREMONIES, RECEPTIONS, AND SPEECH-MAKING. THE TRAINS WERE SCHEDULED FOR DAYTIME RUNS SO THAT PEOPLE ALL ALONG THE ROUTE MIGHT GLIMPSE THE PRESIDENT-ELECT.

THE ENTIRE TRIP WAS A TRIUMPHAL DAYTIME PROGRESS FROM RAILROAD TO RAILROAD UNTIL PINKERTON DETECTIVES DISCOVERED THAT THERE WAS A PLOT TO ASSASSINATE LINCOLN AS HE PASSED THROUGH BALTIMORE. PLANS WERE QUICKLY CHANGED...

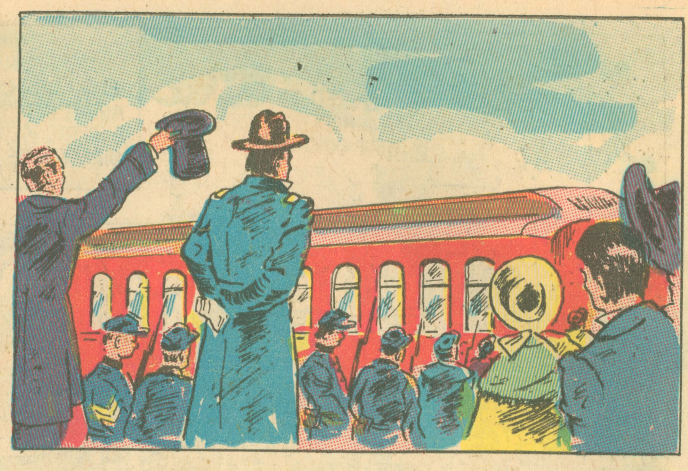
... AND LINCOLN BOARDED A SPECIAL TRAIN, LATER CHANGING TO A BALTIMORE TRAIN.
THEY SAY THERE WAS A PLOT TO WRECK THE TRAIN.
YES, BUT PINKERTON'S TAKING NO CHANCES. HIS MEN ARE PATROLLING THE TRACK.
720

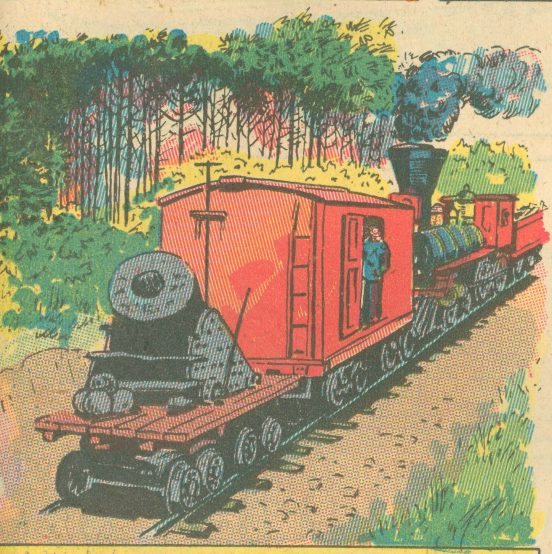
THERE'S THE DOWN-BRAKE WHISTLE! WE'RE MAKING A STOP.
THAT'S RIGHT. OUR AGENTS ARE WAITING TO GUARD MR. LINCOLN THROUGH BALTIMORE TO THE OTHER TRAIN.
GUARDED BY PINKERTON AGENTS, LINCOLN CAME INTO BALTIMORE AT NIGHT AND WAS TRANSFERRED SECRETLY TO THE WASHINGTON TRAIN.


AT SIX O'CLOCK THE NEXT MORNING, THE PRESIDENT-ELECT ARRIVED SAFELY IN THE CAPITAL CITY. HIS ARRIVAL HAD BEEN KEPT A CLOSELY GUARDED SECRET AND THE STATION WAS EMPTY EXCEPT FOR REGULAR PASSENGERS. WITH THREE COMPANIONS, ONE OF WHOM WAS ALLAN PINKERTON, HEAD OF THE DETECTIVE AGENCY, LINCOLN STEPPED FROM THE TRAIN TO A DESERTED PLATFORM IN THE CHILL GRAY DAWN AND WAS ESCORTED TO A WAITING CARRIAGE.

SOON AFTER LINCOLN WAS INAUGURATED (MARCH 4, 1861), THE WAR BETWEEN THE STATES BROKE OUT. THE IMPORTANCE OF RAILROADS IN WAR WAS RECOGNIZED IN WASHINGTON AT ONCE, AND LINCOLN, DECLARING A STATE OF REBELLION ON APRIL 15, 1861, TOOK OVER CERTAIN RAILROADS FOR MILITARY USE.

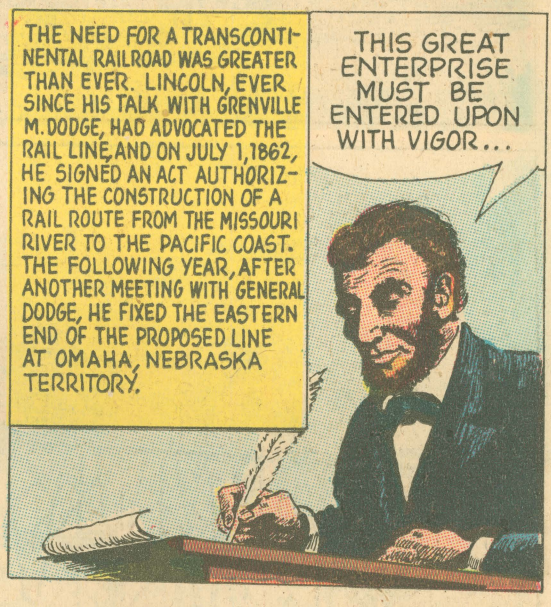
RAILROADS PERFORMED A TREMENDOUS SERVICE OF SUPPLY. TRAINS TRANSPORTED TROOPS TO TRAINING CENTERS AND TO THE FIGHTING FRONTS...



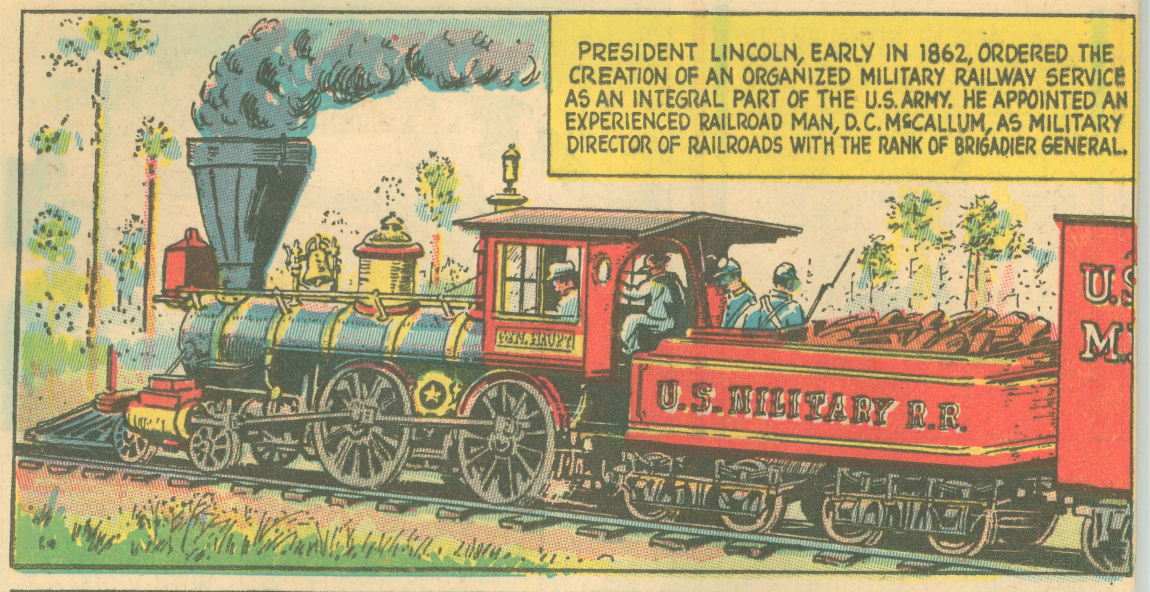


...AND MOVED HEAVY GUNS AND MORTARS UP TO THE BATTLE LINES.

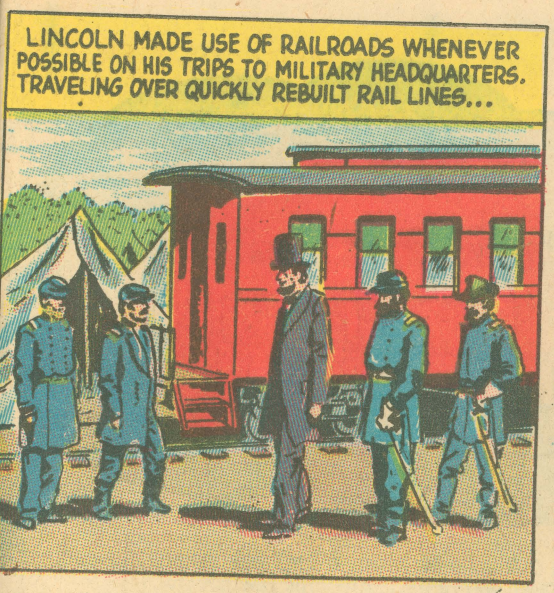
THE NEED FOR A TRANSCONTINENTAL RAILROAD WAS GREATER THAN EVER. LINCOLN, EVER SINCE HIS TALK WITH GRENVILLE M. DODGE, HAD ADVOCATED THE RAIL LINE, AND ON JULY 1, 1862, HE SIGNED AN ACT AUTHORIZING THE CONSTRUCTION OF A RAIL ROUTE FROM THE MISSOURI RIVER TO THE PACIFIC COAST. THE FOLLOWING YEAR, AFTER ANOTHER MEETING WITH GENERAL DODGE, HE FIXED THE EASTERN END OF THE PROPOSED LINE AT OMAHA, NEBRASKA TERRITORY.



URING THE WAR, THE GOVERNMENT WAS UNABLE TO ASSIST IN RAILOAD BUILDING, BUT RAILROAD DEVELOPMENT CONTINUED AS PRIATE ENTERPRISE. ONE STEP WAS THE PLACING IN SERVICE IN 1862 AN EXPERIMENTAL POST OFFICE CAR FOR SPEEDING UP THE ANDLING OF THE OVERLAND MAIL.


PRESIDENT LINCOLN, EARLY IN 1862, ORDERED THE CREATION OF AN ORGANIZED MILITARY RAILWAY SERVICE AS AN INTEGRAL PART OF THE U.S. ARMY. HE APPOINTED AN EXPERIENCED RAILROAD MAN, D.C. McCALLUM, AS MILITARY DIRECTOR OF RAILROADS WITH THE RANK OF BRIGADIER GENERAL.
U.S. MILITARY R.R.

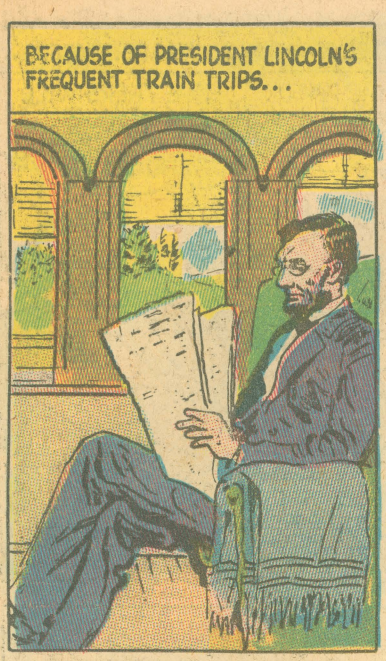
THE MILITARY RAILWAY SERVICE OPERATED ALL TRAINS IN SUPPORT OF THE ARMY, BUILT AND MAINTAINED EQUIPMENT, CONSTRUCTED AND RE-CONSTRUCTED TRACKS AND BRIDGES, AND MAINTAINED ADEQUATE RAIL TRANSPORTATION THROUGHOUT THE WAR. LINCOLN ON HIS VISITS TO THE FRONT WAS OFTEN AMAZED AT THE REMARKABLE FEATS OF MILITARY RAILROAD MAINTENANCE AND OPERATION.
THEY TELL ME THIS BRIDGE WAS BUILT IN NINE DAYS, MR. PRESIDENT.
THAT IS THE MOST REMARKABLE STRUCTURE HUMAN EYES EVER RESTED UPON... A BRIDGE 400 FEET LONG AND 100 FEET HIGH...THERE IS NOTHING IN IT BUT BEANPOLES AND CORNSTALKS!


LINCOLN MADE USE OF RAILROADS WHENEVER POSSIBLE ON HIS TRIPS TO MILITARY HEADQUARTERS. TRAVELING OVER QUICKLY REBUILT RAIL LINES...

...HE VISITED SCENES OF ACTION, SUCH AS PETERSBURG...
THERE WAS HARD FIGHTING HERE, MR. PRESIDENT.
I HOPE THERE WILL SOON BE AN END TO ALL THIS BLOODSHED AND RUIN.

...TAKING A SPECIAL TRAIN FROM CITY POINT, VIRGINIA, WHERE THE MILITARY RAILWAY SERVICE HAD ESTABLISHED A DEPOT.

FOUR SCORE AND SEVEN YEARS AGO, OUR FATHERS BROUGHT FORTH ON...
SOME AUTHORITIES STATE THAT PRESIDENT LINCOLN WORKED ON HIS FAMOUS GETTYSBURG ADDRESS WHILE ON BOARD THE TRAIN TAKING HIM TO THE BATTLEFIELD FOR THE DEDICATION CEREMONIES.



...A CAR WAS ESPECIALLY BUILT FOR HIM AS PRESIDENT. AFTER HIS DEATH, "THE LINCOLN CAR," AS IT WAS CALLED, WAS USED AS THE FUNERAL CAR...

...AND CARRIED LINCOLN'S BODY FROM WASHINGTON BACK TO HIS HOME IN ILLINOIS FOR BURIAL. THE FUNERAL TRAIN MADE ITS RUN WITH THE ENGINE BELL TOLLING AND THE CARS DRAPED IN BLACK. EVERYWHERE ALONG THE ENTIRE ROUTE, PEOPLE GATHERED TO PAY HOMAGE TO THE MARTYRED PRESIDENT, AS THE FUNERAL TRAIN CARRIED HIM ON HIS LAST RAILROAD JOURNEY.

1-59-4,000M—G.B.P.

SCHOOL AND COLLEGE SERVICE
ASSOCIATION OF AMERICAN RAILROADS
TRANSPORTATION BUILDING, WASHINGTON 6, D. C.

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